SECRET

DPD-7223-59

21. October 1959

MEMORANDUM FOR: Chief, Operations Branch, DPD-DD/P

SUBJECT

: PC-212 Radan Installation Versus PC-210 in

C-118 Aircraft

REFERENCE

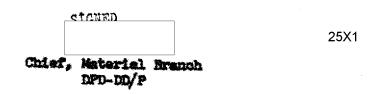
: DFD/TS memo to Chief, Operations Branch/DFD dated 19 October 1959, subject: IRAN and Modification of Agency C-118 Aircraft

- 1. I do not agree with the comments contained in the referenced memorandum.
- 2. In my opinion, I recommend the installation of the PC-212 over the PC-210 for the following reasons:
 - a. The PC-212 is the newest doppler redar available and has been improved to give it more reliability.
 - b. The PC-210 is an older model with a proven history of intermittent operation requiring a great deal of "nursemaiding". This history covers not only the Agency PC-210 25X1 experience but also the Air Force FOG experience. As a further indication of the feeling of the FOG people toward has removed the the PC-210 is the fact that 25X1 PC-210's from his sirereft and will give the Agency whatever we want at no cost. On 20 October 1959, I contacted 25X1 to get the benefit of his experience in the redan 25X1 stated that the PC-210 is of no value, the PC-211 is little better but that the PC-212 is a marked Lagroyement over the PC-210.

c. Another indication of the reliability of the PC-212 is the fact that the PC-212 is installed in the Boeing 707 jets used by Secretary of State Herter and Vice President Hixon. The General Precision Laboratory technical representative maintaining those aircraft radan at Andrews has stated in an

official report that "the impression received from operating personnel, in particular Captain Odor, (Mavigator) is that the PC-212 is an accurate, reliable piece of equipment which makes a real contribution to the organization mission."

- d. As further indication that the PC-212 is more reliable than the PC-210 is the fact that the PC-212 (or APM-102) is being procured by the United States Air Force for installation in RB-47's and RF-104's next SUBMER.
- 3. It is my firm conviction that the expenditure of \$20,350 per set is little enough to spend to get the best available navigational equipment. I believe that installing the PC-210 would eventually prove to be "penny-wise and pound foolish" if the C-118 aircraft and personnel are sacrificed because of faulty or unreliable navigational equipment.
- 4. It is requested that an early decision be made in order that DPD/MB may complete the IRAN and modification errangements that are requested in the basic memorandum.



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